

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

July 24, 2001

Maricopa Association of Governments Office
302 North First Avenue, Suite 200, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Wickenburg: Fred Carpenter, Chair
Phoenix: Jack Tevlin, Vice-Chair
ADOT: Dan Lance
Avondale: David Fitzhugh for Michael
Powell
Buckeye: Joe Blanton
Chandler: Patrick McDermott for Bryan
Patterson
*Fountain Hills: Randy Harrell
*Gila Bend: Shane Dille
Gilbert: Tami Ryall
Glendale: Jim Book
Goodyear: Grant Anderson

Guadalupe, Mark Johnson
Litchfield Park: Mike Cartsonis
Maricopa County: Chris Plumb for Tom
Buick
Mesa: Ron Krosting
Paradise Valley: Robert M. Cicarelli
*Peoria: David Moody
RPTA: Bryan Jungwirth for Ken Driggs
Scottsdale: Michelle Korf
Surprise: Miryam Gutier
Tempe: Glenn Kephart

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Maureen
Mageau-Decindis, RPTA for Eric Iwersen,
Tempe
*Street Committee: Don Herp, Phoenix
ITS Committee: Jim Book

Pedestrian Working Group: Reed Kempton,
Maricopa County Dept of Transportation
*Telecommunications Advisory Group:
Jim Hull

* Members neither present nor represented by proxy.

OTHERS PRESENT

Eric Anderson, MAG
Paul Ward, MAG
Terry Johnson, Glendale
Dawn Coomer, MAG
Bill Vachon, FHWA
Chuck Eaton, ADOT
Lynn Timmons, City of Phoenix
Mike Connors, Olson
John Godec, Godec, Randall & Associates
Steve Wilcox, DMJM & Harris
Bob Antila, RPTA

Stuart Boggs, RPTA
Ali Makarachi, City of Phoenix
Sarath Joshua, MAG
Tom Callan, Phoenix
Ratna Korepella, MAG
Mary Vipanna, ADOT
Qing, Xia
Dean Giles, MAG
Patricia Kraus, City of Chandler
Ken Hall, MAG

1. Call to Order

Mr. Fred Carpenter, Chairman, called the meeting to order at 10:10 a.m.

2. Approval of Minutes of June 26, 2001 Minutes

Addressing the first order of business, Chairman Carpenter asked if there were any changes or amendments to the meeting minutes. Mr. Glen Kephart directed the Committee's attention to Page 6 of the minutes, and addressed the last paragraph located on the page. Mr. Kephart stated that his primary concern at the June 26th meeting was not to address inadequate funding issues associated with bicycle trail disconnects within the City of Tempe, but rather had more to do with whether a regional authority would realistically be equipped to address smaller-scale municipal needs. He questioned a proposed authority's ability to address such issues at a local level, and suggested that the minutes should be adjusted to reflect this statement. After this requested change was addressed, Mr. Dan Lance moved to approve the minutes, with Mr. Bryan Jungwirth seconding. The minutes were subsequently approved by unanimous voice vote.

3. Call to the Audience

Chairman Carpenter noted that he had not received any request to speak cards from the audience, and moved to the next item on the Agenda.

4. Transportation Manager's Report

Chairman Carpenter introduced MAG Transportation Manager, Mr. Eric Anderson, who gave the Transportation Manager's report. Mr. Anderson informed members of the Committee that MAG was in the process of initiating a Request For Proposal (RFP) for the initiation of a Commuter Rail/High-Capacity Transit Study. Mr. Anderson said that the purpose of the study was to conduct a feasibility analysis of commuter rail along existing rail corridors, and to identify concepts for the development of other high capacity options where commuter lines are not feasible. He stated that the planning process will be carried out in conjunction with several other MAG agencies, and that MAG was seeking additional input for the plan's scope of work from member agencies prior to July 31, 2001.

Mr. Anderson then informed members of the Committee that RFP's for the Southwest, Northwest and Southeast Valley sub-area studies have all been advertised, and that a pre-proposal meeting was conducted on July 13, 2001 at the MAG offices. Mr. Anderson said that the proposals for the Northwest and Southwest Valley were due on Wednesday, July 26th, and that proposals for the Southeast sub-area study were due on August 6, 2001. He stated that consultant recommendations for each of the sub-area studies would

be forwarded to the MAG Management Committee and the MAG Regional Council during the month of September of this year.

Mr. Anderson then announced the status of the recent MAG Agency-Based Early Phase Stakeholders Meetings. He informed members of the Committee that MAG would be conducting an upcoming meeting on July 31, 2001, at the MAG offices from 9:00 a.m. to 11:00 p.m., and that the Arizona Department of Transportation (ADOT) would be there to address projects as part of the recent round of the ADOT discretionary funding programming process. Such projects will be considered and possibly added into the long-range planning process for funding. RPTA will also present transit needs. Mr. Anderson then informed the Committee that as part of the July 31st meeting, at 11:00 a.m., Mr. Paul Ward, MAG Transportation Program Manager, would be conducting a Federal Funding Workshop on the upcoming application process for FY 2002 funding and encouraged all members to attend. This concluded Mr. Anderson's report.

5. Report on the MAG Freeway Program

Addressing the next order of business, Chairman Carpenter introduced Mr. Eric Anderson of MAG who briefed the Committee on the MAG Freeway Program. Mr. Anderson stated that ADOT has collected approximately \$264,700,000 to date for the Maricopa County Regional Area Road Fund. Although this total amount was approximately \$700,000 lower than what ADOT originally anticipated, he said that adjustments would not have to be made at this time. Mr. Anderson also noted that the moderate increase of 6.5 percent in total transportation tax collections was an indication that the economy is beginning to slow down somewhat.

Mr. Anderson then informed the Committee that the section of the Pima Freeway between 7th Street and Scottsdale Road was scheduled to open during August of 2001. He also stated that the ADOT Board has recently awarded a contract for the Pima Freeway segment between Scottsdale Road and Pima Road. This is the final section of the Pima Freeway, and upon its scheduled completion during Spring of 2002, the entire Pima Freeway will be completed. There were no questions from the Committee, and this concluded Mr. Anderson's report.

6. Draft FY 2003-2007 MAG TIP Guidance Report (ex Management Systems Report)

Addressing the next order of business, Chairman Carpenter introduced Mr. Paul Ward of MAG, who provided the Committee with an update of the Draft FY 2003-2007 MAG TIP Guidance Report (TGR) and the new application procedures that will be required as part of applying for MAG Federal funds.

Mr. Ward provided a brief overview of Federal management systems and their applicability to the region, and how the management systems have evolved over the years. Mr. Ward stated that although all of the management systems are still required under Federal legislation, 5 of the 6 management systems are no longer required to be implemented. However, he stated that the Congestion Management System (CSM) is still required under Federal guidelines. In the past, Mr. Ward stated that the completion of a Management Systems Report initiated the regional Transportation Improvement Process (TIP), and a letter was then sent to notify members of available funding. Mr. Ward stated that this process is being changed in an effort to incorporate both the TIP Guidance Report, which facilitates project identification, and the actual application process designed to apply for federal funds.

Mr. Ward called the Committee's attention to Appendix A of their agenda packets, and provided an overview of the TGR and the new MAG Application process for Federal funding. Mr. Ward stated that the TGR will be distributed to all communities, and that the document will be forwarded to the MAG Regional Council tomorrow night for their formal review and approval. Mr. Ward provided an overview of the recommendations as suggested by the TRC Ad Hoc Working Group, which includes the overall revision of the application process in an effort to allow for more time for TRC and TAC review. Mr. Ward addressed the three-step application process, which included TIP application report information; a data sheet with additional information requested for CMS and/or CMAQ projects; and a data sheet for specific modal rating systems, which are only required for certain pedestrian and bicycle projects. Mr. Ward stated that the TRC would likely decide how much funding should be allocated to each mode for the distribution of project funding.

Mr. Ward stated that applications should be submitted on September 12, 2001, and that the initial review by the TRC will take place by October 2, 2001. Mr. Ward went on to inform the Committee that CMS and CMAQ scores will be made available during the month of October; modal allocations will be established during November; that the TRC will recommend all projects for inclusion into the MAG Federally funded program by December; and that the MAG Management Committee and Regional Council will review and approve all projects for funding during the month of January of 2002.

Mr. Ward stated that in his estimate, there will be a total of approximately 4 to 6 million dollars in available STP funding, and approximately 32 to 36 million available in CMAQ funds during FY 2007. As a reminder, Mr. Ward also informed members of the Committee that all applications had to be submitted through the local city and town managers. As a reminder, Mr. Eric Anderson announced that on July 31, 2001, Mr. Ward would be conducting an application workshop for the application and MAG Federal funds, and encouraged all of the Committee members to attend. After responding to several questions from members of the Committee, Mr. Ward concluded his presentation.

7. 2002 MAG Bottleneck Study

Addressing the next order of business, Chairman Carpenter introduced Mr. Mike Connors of Olsson Associates, the lead consultant on the 2002 MAG Bottleneck Study. Mr. Connors addressed members of the Committee, and provided members with an overview and update of the process. Mr. Connors provided information on the background of the project, and also provided a brief overview of daily congestion percentages and a list of the region's worst bottleneck locations. He stated that when addressing congestion issues within the region, a primary focus would be upon adding capacity and increasing system efficiency.

Mr. Connors stated that primary objectives of the 2002 MAG Bottleneck Study included the collection of freeway traffic data, the identification of bottleneck locations, bottleneck improvements, assessing and identifying the costs associated with improvements, the benefits, and the process of ranking the improvements. He addressed the topics of collecting additional accident data to include the entire freeway, for adequate safety review; the implementation of an interchange spacing study in an effort to provide guidance on the construction of additional interchanges; and the identification and evaluation of future freeway configurations. Mr. Connors stated that this analysis would be based upon the utilization of projections to the year of 2040. In summarizing his update, Mr. Connors addressed alternative freeway concepts and provided an overview of hot lanes, tunnels, express lanes, and addressed various methods that were being utilized to alleviate the congestion associated with bottlenecks on urban freeway systems. Discussion followed, and Mr. Connors addressed numerous questions and comments by members of the Committee. Such questions included east-west mobility along the Camelback Avenue Corridor; obtaining additional public involvement for the planning process; design concepts; the analysis and possible effects that traffic can have upon capacity within various corridors; costing options; traffic interchanges; and the placement and construction of additional freeway ramps at various locations. After addressing all concerns and questions by members of the Committee, Mr. Connors concluded his presentation.

8. 2002 Regional Travel Speed Study

Addressing the next order of business, Chairman Carpenter introduced Ms. Ratna Korapella, MAG Transportation Planner, who provided the Committee with an update on the 2002 Regional Travel Speed Study. Ms. Korapella stated that a formal RFP would be advertised in the near future in an effort to secure a consulting firm to complete the study. Ms. Korapella stated that travel time studies have been prepared for the region since the 1950s, and informed the Committee that the primary objectives of the proposed 2002 study include the collection of travel time data along major arterials and freeways utilizing global positioning systems (GPS); the collection of travel time data during A.M. peak travel period, midday, and P.M. peak travel periods; and the preparation of a report

evaluating the data and comparing it to previous travel speed studies in an effort to evaluate travel speeds and delays by time periods. In terms of importance, Ms. Korapella informed the Committee that the accuracy of collected speed data is crucial to an ongoing annual process of evaluating and assessing the conformity of transportation plans to other state and air quality implementation plans and documents. She also said that the collected regional travel speeds would be very important in calibrating the regional transportation model. Ms. Korapella also provided the Committee with several sample graphics pertaining to average travel speeds.

Ms. Korapella informed the Committee that the study will be initiated during the spring of 2002, and that the allocated overall budget for the project is approximately \$300,000. Ms. Korapella then entertained several questions from the Committee pertaining to regional freeway speeds. Following questions from the Committee, Ms. Korapella concluded her presentation.

9. 2002 MAG Traffic Volume Survey

Addressing the next order of business, Chairman Carpenter called on Ms. Qing Xia, MAG Transportation Engineer, who briefed the Committee on the proposed 2002 Regional Traffic Volume Survey. Ms. Xia stated that there was a total budget of \$80,000 for the project. She informed the Committee that the primary purpose of the study was to create a traffic database, update the existing traffic count map, and to calibrate the MAG Forecast Model.

Ms. Xia informed the Committee that MAG would collect preliminary counts at 900 planned locations throughout the MAG Study Area. She said that the MAG data collection plan included the collection of 48-hour counts, which would include the collection of counts at 15-minute intervals, located at mid-block locations at a spacing of every other mile throughout the MAG Study Area. Ms. Xia stated that all available counts would be incorporated into the study, and that MAG would focus on the collection of traffic counts from areas where MAG was not able to obtain existing data. She stated that MAG would contact member agencies in an effort to obtain as many pre-existing traffic counts as possible.

Ms. Xia provided a map of the planned count locations, and also provided sample data for members of the Committee in an effort to provide additional insight into the types of data and collection processes that would be utilized as part of the Study. She stated that the location of the preliminary counts would ultimately be developed in cooperation and coordination with MAG member agencies. Ms. Xia stressed the fact that MAG and member agencies should maintain a cooperative effort in the collection of data, and requested assistance from the municipal representatives in attendance. Ms. Xia handed out a data collection information sheet to members of the Committee that were in attendance, and requested members to provide a contact person for their local

government to assist with the gathering of needed materials and information for the completion of the study. Ms. Xia entertained a number of questions from members of the Committee, and concluded her presentation.

10. 511 Nationwide Traveler Information Telephone Number

Addressing the next order of business, Chairman Carpenter introduced Mr. Sarath Joshua, MAG ITS Program Manager, who provided an overview of the 511 Nationwide Traveler Information Telephone Number program. Mr. Joshua informed the Committee that the U.S. Department of Transportation designated a national 3-digit traveler information number during March of 1999. This designation was followed by the confirmation of 511 as a national information line by the Federal Communication Commission (FCC) during spring of 2000. Mr. Joshua stated that the FCC forwarded the responsibility for implementation of the 511 number to individual states and local agencies. Mr. Joshua said that the State of Arizona was one of six early deployment sites of the program across the nation, and that ADOT was functioning as the lead agency of the program throughout the state. Mr. Joshua informed the Committee that a special task force was established during August of 2000 and that ADOT has already established a number of linkages from the 511 number to other important agency information lines throughout the state.

Mr. Joshua informed the Committee that the implementation steps for the full development of the 511 number in the State of Arizona include the installation of a landline from Qwest communications, the provision of 511 dialing accommodations for wireless connections, and the coordination of payphone coordination accessibility for 511. Mr. Joshua stated that Qwest communications is working with several states located throughout the western United States, and that the program should be fully operational throughout the State of Arizona by June of 2002. Mr. Joshua answered several questions from members of the Committee and concluded his presentation.

11. Presentation on US 60/Santan/Red Mountain Freeway Traffic Interchange

Addressing the next order of business, Chairman Carpenter introduced Mr. Steve Wilcox, a consultant from DMJM and Harris, who represented ADOT in the presentation and findings of alternative construction scenarios for the US 60/Santan/Red Mountain Freeway Traffic Interchange (TI). Mr. Wilcox addressed members of the Committee and stated that his presentation would be separated into three topics, which included an overview of the three construction scenarios for the TI; an overview of the public participation process; and an overview of the next steps in the process, prior to an agreed upon construction scenario.

Mr. Wilcox addressed the Committee, and called their attention to three scenario maps that were set up in front of the conference room. Mr. Wilcox stated that each of the

alternatives called for the construction of an HOV lane on US 60 from Sossaman Road to Ellsworth Road and widening to accommodate another general-purpose lane. Under scenario A, the TI allows for reduced local access and requires 360 acres of right-of-way. It would require the removal of 220 residences and cost an estimated \$219,000,000 to construct. Under Alternative B, the TI would resume US 60 access at Ellsworth. Under this particular scenario, the TI allows for moderate local access and requires 375 acres of right-of-way. It would also require the removal of 220 residences and cost an estimated \$229,000,000 to construct. Mr. Wilcox then addressed Alternative C, which would resume full access at both Sossaman and Ellsworth Roads. Alternative C provides full local access, would require 380 acres of right-of-way to construct, and would also require the removal of 260 residences. Alternative C would cost an estimated \$252,000,000, making it the most expensive option of the three possible alternatives. Mr. Wilcox said that the estimated costs associated with each of the three construction alternatives were exclusive of design expenditures, but included right-of-way costs.

Mr. Wilcox informed the Committee that a very intensive public input process was conducted in an effort to narrow 18 different construction and development options down to three alternatives. He stated that during the public input process, two project newsletters (totaling a circulation of 18,000) were distributed to people in the general vicinity of the project area, and that a series of public meetings were conducted. ADOT also assembled a local citizen's advisory team who conducted monthly meetings. Mr. Wilcox stated ADOT was conducting a series of meetings and presentations during the month of July in an effort to obtain feedback from agencies about the TI. He stated that the environmental assessment and all affiliated environmental documents would be completed during the month of December. Mr. Wilcox stated that following the environmental process; ADOT would be ready to move forward with the next stages prior to design and construction. There were no questions from the Committee, and this concluded Mr. Wilcox's presentation.

12. Draft Revised Methodology for Evaluating Congestion Mitigation and Air Quality Improvement Projects

Addressing the next order of business, Chairman Carpenter introduced Mr. Dean Giles, MAG Air Quality Planner, who provided the Committee with an overview of the Draft Revised Methodology for Evaluating Congestion Mitigation and Air Quality (CMAQ) Improvement Projects. Mr. Giles addressed the Committee and stated that the Draft planning document was first updated during 2000 to reflect comments and changes as recommended during the modal and technical committee review process. He stated that further revisions were made to the document's methodology, which include the estimation of the cost-effectiveness based on the total cost of the project; and the addition of air quality and transportation demand management methodologies to estimate emissions reductions benefits.

Mr. Giles stated that the revised methodology would be utilized to evaluate proposed projects during the development of the FY 2003-2007 MAG Transportation Improvement Program. He went on to inform members that MAG is attempting to receive additional input and comments for consideration and conclusion into the Methodology prior to its formal approval. Mr. Giles stated that all comments on the Revised CMAQ Methodology are requested by August 10, 2001. There were no questions from the Committee, and this concluded the presentation by Mr. Giles.

13. Next Meeting Date

Chairman Carpenter informed members in attendance that the next meeting of the Committee would be conducted on August 28, 2001. There being no further business, the Chairman adjourned the meeting at 11:50 a.m.